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PERSONAL LIAISON

REF MERID 0280 (IN 35304)

1. DEVELOPMENTS REPORTED REY APPEAR HAVE GOOD POTENTIAL FOR OPS AGAINST PERSONAL TARGETS. HOWEVER, PRIOR OPERATIONAL USE, PARTICULARLY IF EMPLOYING INTERNAL AGENTS INVOLVED, MUST APPROPRIATELY TEST THEIR RELIABILITY, DETERMINE THEIR AGENTS, AND REVIEW SECURITY ASPECTS.
2. REQUEST BIO DATA AND NAME AND BIRTH DATES OF LIAISON-1, LIAISON-4 AND LIAISON-5 BE FORWARDED FOR ASAP. LIAISON-3 REPORTED BE DESCRIBED IN DETAIL ON HIS LAST TRIP TO YUCATAN AREA. IN ADDITION TO BIO DATA, DETERMINE LOCATION OF 3 PERSONS BORN EARLY AND AROUND 1940 TO 1945 WHOSE NAMES ARE KNOWN. ALSO OBTAIN FURTHER INFO RE LIAISON-4 AND LIAISON-5.
3. PER REY PARA 6 PROVIDE LEVI DETAIL COLLECTION ASSETS ON LIAISON-1 INSTEAD OF ASSIGNING SUGGESTED OPS TASKS UNTIL HIS ROLES ARE ESTABLISHED. ROUTE BY SEPARATE MESSAGE.
4. PLS CLARIFY NATURE PITCH MADE TO LIAISON-1 BY LIAISON-2 AND LIAISON-3. IN WHOSE NAME AND FOR WHAT OPS AND DETERMINE MAXIMUM VALUE SIMILARLY IN WHAT CONTEXT AND FOR WHOM AND WHEN MADE.

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TO L-4 AND L-5?

5. RE RADIO GRAB REQUESTED IN REF PARA 5 D AND C, REQUEST
CLASSIFICATION FOLLOWING:

A. SPECIFICALLY HOW WILL THESE HIT RECEIVERS BE USED?

B. SPECIFICALLY WHAT KIND OF CHATTER CAME ON BETWEEN LYALTY
CAPTAIN AT SEA?

C. WHAT IS SPECIFIC NATURE OF TRAFFIC BETWEEN LIAULT-1 AT EL COTO AND LIAULT-2 AT SUCRE? WHAT IS SIGNIFICANT IN THIS TRAFFIC FOR LIAULT CAPTAIN TO HEART?

D. DISTANCE BETWEEN EL CUTO AND WALTON APPEARS TO BE ABOUT 35 MILES. WHAT IS MAXIMUM RANGE THAT COMMO FROM THESE POINTS MUST REACH TO BE OVERHEARD BY LINEAL CAPTAINS? AET-13 WITH 150 WATT OUTPUT HAS RANGE WHICH MAY BE WELL BEYOND YOUR BQNT'S INCREASING LIKELIHOOD PICKUP BY FORTYEN BASED MONITORING FACILITIES. WOULD 50 WATT SURPLUS NAVY TRANSMITTER-RECEIVERS MEET YOUR BQNT? FYI: THIS CURRENTLY USED ON NAWE VESSELS OPERATING AT CONSIDERABLE DISTANCES FROM BASE PORT.

E. IF TRAFFIC ON OUR WATER TO BE INTERFERED, THE CANAL LINE BETWEEN LINALI AND LUALABA WOULD BE OPENED TO

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CLASSIFIED MESSAGE

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CONTROL IT?

6. DO REFERENCES IN REF PARA 5 C TO "LIEALT CONTACT" GRAB PERUMEN SHIPPERS SUCH AS LIEALT 3, 4 AND 5 OR DOES IT REFER ONLY TO BOATS OPERATED BY LIEALT 1 AND 2? WHO AND WHERE DO LIEALT 1 AND 2 MAKE CONTACT WITH LIEALT 3, 4, AND 5? DO THEY HAVE ORGANIZED RENDEZVOUS POINTS?

7. RECOGNIZE CONTROL OF COMMO WITH PERUMEN BOATS AND PERSONNEL. BE DIFFICULT FOR US MUST HAVE REASONABLE ASSURANCE FOR OF COMPLICATED COMMO GRAB WILL NOT FREQUENTLY OR BY REVEALING TO OPPOSITION THAT COMMO AMONG THEIR FISHING BOATS INCONSPICUOUS WITH ESTABLISHED COMMO PATTERN NOW IN EFFECT YUCATAN AREA.

8. RE OTHER SECURITY MATTERS

A. REF PARA 3 B SECURITY IS INDEED AN EXTENSIVE EXPILTRATIONS NOT CONTROLLED. PLS CONTINUE OBTAIN DETAILS LETTER EXPILTRATIONS WITH IDENTITIES AND BIO DATA ALL PERSONS INVOLVED.

B. ARE STOODIES EMPLOYED BY LIEALT 3 WORKING ON HIS BOAT OR ARE THEY IN SOME PORT AREA? PLS OBTAIN NAMES BIO DATA, THESE STOODIES ARE LIEALT 4 AND 5 LIKELY TO HAVE STOODIES ON THEIR

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ROUTINE

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LARGER BOATS?

C. PLS REPORT ALL LIAISON ACTIVITIES OF FOREIGN CONTROLS
 IN EFFECT RE ALL PHASES VISITING BOAT ACTIVITIES, INCLUDING
 CONTROLS EXERCISED FROM TIME AND POINT OF DEPARTURE OF BOATS
 FROM HOME BASE PORT TO RETURN TO BASE PORT. ALSO INCLUDE ANY
 CONTROLS IN EFFECT ON THEIR MOVEMENTS INTO AND OUT OF THEIR
 PORT AREAS OF LAND ROUTES.

9. RE REF PARA 5 A. HAVE OBSERVED VARIOUS OPS AND CONCEALED
 DEVICES AND WILL HAVE AVAILABLE FOR USE AS SOMETHING WHEN OPS DEVELOPED
 MORE FULLY

10. PLS CABLE SUMMARY REPLIED TO ABOVE AND DETAILS OF INTER-
 RELATIONSHIP EXISTING BETWEEN VARIOUS LIAISON, LITRAK-1, ARCAH AND
 COMRADES.

END OF MESSAGE

WE COMMENT

Reported contact with Cuban fishing boat captains
 through LIAISON 1 and 2 requested radio gear, aerial
 cockpit and connect re Cuban ops using Cuban fishing
 boats.

C/SAS/DOE Route in draft

OC AD R1444 (by phone)

JOHN B. WHITNEY

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